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The China Mail

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No. 11,823.

號二十月六年百九千一英

HONGKONG, TUESDAY, JUNE 12, 1900.

日六十月五年子庚

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,

17, PRAYA CENTRAL.

Engineers and General Merchants

SOLE AGENTS FOR CARTER'S DISINTEGRATORS FOR

GRINDING BARK, BEAN CAKE, SANDALWOOD, CORN.

Etc., Etc., Etc.

AMERICAN DRILLING MACHINES FOR HAND OR POWER DUPLEX AND DIRECT ACTING PUMPS FOR EVERY SERVICE

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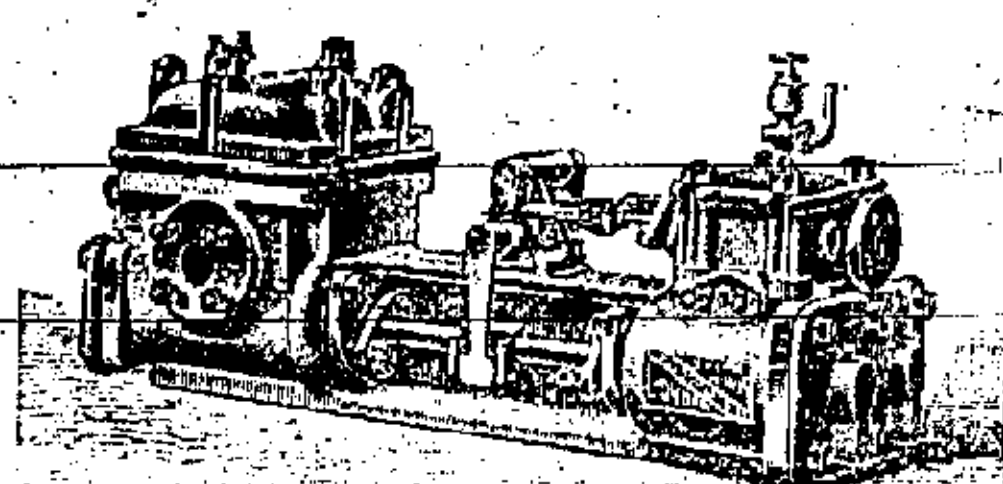
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ENGINE OILS & SOLIDIFIED LUBRICANT.

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GENERAL STORES OF EVERY DESCRIPTION.



THE Peak Hotel.

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HOTEL CRAIGIEBURN

CENTRALLY SITUATED AT PLUNKET'S GAP, THE PEAK, 1500 feet above Sea Level and 500 yards from Tram terminus. For Terms, &c., Apply to the MANAGER, Telephone No. 56.

榮 CHEE WING, 致

DEALER IN All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c., Suitable for SHOPS, ENGINEERS AND HOUSE BUILDERS. Hongkong, May 29, 1900. 1227

THEATRE ROYAL, CITY HALL, LECTURE.

IN AID OF THE INDIAN FAMINE FUND.

WEDNESDAY,

the 13th June, 1900, at 9.20 p.m. Captain PERCY SCOTT, R.N., C.B., and Captain A. H. LIMPUS, R.N., have kindly consented to lecture upon the subject of the 'MOVEMENTS OF THE NAVY, GUNS, AND THEIR SUBSEQUENT USE WITH THE LAMPSHIRE REEFER COLONY.' His Excellency Major-General G. S. COLEMAN, C.M.G., will take the Chair. Prices:—Dress Circle and Stalls, (Reserved), One Dollar; Balcony, 50c. Pi, (Unreserved), Fifty Cents. Tickets may be obtained from the Comptroller at the City Hall on and after Thursday, the 7th day of June, 1900, at 10 a.m.

H. E. POLLOCK, Hon. Secretary, HONGKONG OLD VOLUNTEERS SOCIETY, Hongkong, June 2, 1900. 1230

MUSIC.

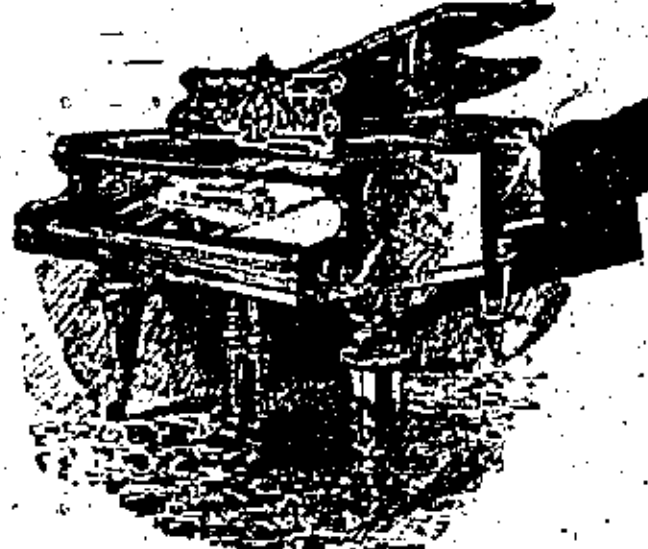
MAESTRO GALLUZZI is prepared to accept engagements on TUESDAY AND FRIDAY MORNINGS, at the PRICK. Address: RAVENSHILL WEST, ROBINSON ROAD. Hongkong, June 6, 1900. 1235

WANTED. A POSITION, by a EUROPEAN (GERMAN), who was for more than 4 Years Assistant Manager in one of the biggest Commercial and Industrial Firms of Southern Italy. Wants to change position on Account of Private Affairs. Age 27, unmarried, could join soon. Apply to the Manager of this Paper under 'H.T.' 1414; best references. 1210

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE. A SPECIAL GENERAL MEETING of the Members will be held on MONDAY, the 18th June, 1900, at 3 o'clock p.m., at the Chamber Rooms, CRY HALL, to nominate a Member of the Chamber to take the place of the Hon. HERBERT SMITH, in the Legislative Council during the absence on leave from the Colony of Hon. T. H. WHITEHEAD. By Order, R. CHATTERTON WILSON, Secretary. Hongkong, June 11, 1900. 1245

Robinson Piano Co., Ltd.



GRANDS OF HIGHEST CLASS, BECHSTEIN, FLEYEL, COLLARD, RACHALS. HIRE AND TIME PAYMENT ACCEPTED. MAGNIFICENT LOT NEW HAAKE PIANOS, 16 JUST ARRIVED.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following resolutions were passed:—

1. That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th March instant, and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each share; That the balance of \$25 per share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per share upon all the shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July A. D. 1900.
2. That the balance of \$25 per share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per share upon all the shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July A. D. 1900.

Shareholders are hereby requested to pay accordingly. And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged from the said 2nd day of July 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July 1900, up to the actual dates of payment of the same. By Order of the Board, A. SHELTON HOOPER, Secretary. Hongkong, March 27, 1900. 792

KWONG SANG YUEN & CO., MAKERS OF MANILA CIGARS.

ONLY the best Leaves, selected by our special Representative in the Philippines, are used in the Manufacture of these Cigars. Samples and Prices, post free, on Application. Inspection cordially invited. Factory—No. 12, Station Street, North, 1914. Yau-mah, Hongkong.

NEW STEAMER AND STEAM LAUNCHES.

FOR SALE. S. S. 'NEVADA' Length of keel, 90 ft. over all, about 96 ft. Breadth, 12 ft. Depth of Hold, 7 ft. Engines, 11 x 22 inches. Steam, 10 to 11 miles per hour. S. L. 'HOI WING' Length of keel, 72 ft. Breadth, 12 ft. Depth of Hold, 6 ft. Engines, 9 x 18 inches. Steam, about 11 to 12 miles an hour. S. L. 'HOI LEE' Length of keel, 70 ft. Breadth, 12 ft. Depth of Hold, 6 ft. Engines, 10 x 20 inches. Steam, 11 to 12 miles an hour. Further Particulars, from HONGKONG STEAMSHIP BUILDING CO., 20, Queen's Road Central. Telephone No. 127. 1233

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

4, PRAYA CENTRAL (NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION, BOILER COMPOSITION, ENGINE AND OTHER OILS, ALWAYS KEPT IN STOCK. ALL ARTICLES OF FIRST-CLASS QUALITY. BRADLEY & Co., Managers. JOHN BROWNHILL, Superintendent. 1027

SUMMER GOODS.

SUN HATS (ELLWOOD'S AND LINCOLN & BENNETT'S). HOSIERY AND UNDERWEAR. SOFT SHIRTS, BATHING COSTUMES, WASHING TIES.

LANE, CRAWFORD & CO.

G. H. MUMM & CO.'S EXTRA DRY CHAMPAGNE. Agents: SHEWAN, TOMES & Co. For Hongkong, Shanghai and Japan. 472

ASK FOR FERGUSON'S P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY. FERGUSON'S SPECIAL CREAM BREADALBANE HIGHLAND WHISKY. These are the finest productions of Scotland, devoid absolutely of all deleterious matter. THE CREME DE LA CREME OF WHISKIES. PURE AND MILD. Sole Importers, F. BLACKHEAD & Co. 273

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES. J. M. DE ZUNIGA, No. 9, Queen's Road Central. Entrance by Ice House Street, (New Victoria Hotel) 2716

THE PHARMACY,

10 Queen's Road Central, Hongkong. ENGLISH AND FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULE. SOMERVILLE'S 'EXPORT' AND 'GLENDOUR' WHISKIES. PORTSOY HIGHLAND WHISKY (PURE MALT). MANILA CIGARS. Manager, RICHARD FLINT. 1882

'KIRIN.' A Delicate Lager.

THE CELEBRATED BEER OF JAPAN. QUARTS, \$2.00 per dozen. PINTS, \$1.75 do. W. HUTTON POTTS, Sole Agent for Hongkong. 1120

Business Notices.

THE SUMMER HAS COME AND SO HAVE Watkins' Aerated Waters. But the latter have come to stay. OUR SODA, POTASH, TONIC, RASPBERRYADE, SASSAPARILLA, LEMON-SQUASH, Seltzer, LITHIA, SANTHARIS, LEMONADE, BELFAST GINGER-ALE, ZOEDONE, AND GINGER BEER are second to none. Our machinery being of the very newest design we are enabled to turn out the best article.

Watkins Limited.

GREEN ISLAND CEMENT COMPANY, LIMITED. Portland Cement.

\$4.50 per Cask of 375 lb. net ex Factory. \$2.80 per Bag of 250 lb. net ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co., GENERAL AGENTS.

CHURCH - - - ORGANS.

HAVING secured the Services of a thoroughly practical Church Organ Builder, we are now prepared to undertake any Tunings, Repairs, Re-Building, etc. Full particulars and estimates for New Organs by the Best English Firms.

LANE, CRAWFORD & CO., MUSICAL DEPARTMENT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT. NEWLY-FURNISHED ROOMS. TWO ELEVATORS. NEW REFRIGERATING PLANT. BEST QUALITY LIQUORS & PROVISIONS. 2136

COTTAM & CO.

HAVE JUST RECEIVED STRAW BOATING HATS, MANILA HATS, SUMMER TERAE HATS, KNITTED CHOLERA BELTS, CELLULAR UNDERWEAR. DRESS SHIRTS, TIES, &c., &c. 1244

BLATZ

THE STARMILWAUKEE BEER.

For Cask of 10 Dozen Pints ... \$25.00.

SOLE AGENTS: H. PRICE & Co., 12, QUEEN'S ROAD. 270

KUPPER'S PILSENER BEER.

The most popular of light Beers; there is never any sediment in KUPPER BEER; it is always bright and sparkling. CALDBECK, MACGREGOR & Co., Sole Agents. Telephone 75. 5, QUEEN'S ROAD.

W. POWELL & Co.

JUST ARRIVED FLOOR OIL CLOTHS AND LINOLEUMS (Best Quality). FLOOR MATS. RUBBER MATS, &c.

VICTORIA DISPENSARY.

Prickly Heat Lotion.

The only Effective Remedy for Allaying Irritation. 1133

TUESDAY, JUNE 12, 1900.

THE 'BOXER' TROUBLES.

MILITARY PREPARATIONS.

THE TRANSPORT ARRANGEMENTS.

There has been considerable activity by the Military Authorities since the development of the serious aspect of the affairs in North China, and as we announced yesterday arrangements had been made for the despatch of a composite force of about a thousand men on the shortest notice. This matter of the transport of the troops has been receiving considerable attention and negotiations have been entered into with Messrs Jardine, Matheson and Co. to secure the charter of the Indo-China steamer *Hindoo*. On enquiry at Messrs Jardine's offices to-day we were informed that no definite arrangements had been arrived at with reference to the chartering of the vessel, but negotiations were proceeding. It is evident, however, that the negotiations are well advanced, for we understand the Naval Yard authorities have received instructions for the speedy fitting up of a merchant steamer for the transport of troops and the work has to be completed to allow of her departure on Friday.

Our representative called upon Colonel O'Gorman this afternoon, and obtained from him the statement "everything was prepared, the men were ready and the ship was ready, but no definite instructions as to their departure had as yet been received." The men are drawn up at each of the different corps in the Colony.

A Peculiar Accident.

Rather an uncommon kind of accident was reported to the Police yesterday. A Chinaman was passing along Hollywood Road when someone in a verandah overhead let fall a pair of scissors. They alighted on the man's head and inflicted a nasty cut.

The 'Fook Sang' Piracy.

A third man has now been arrested by the Hongkong Police in connection with the recent piracy on the launch *Fook Sang*. Some of the stolen property has also been recovered. There were, in all, seven pirates concerned in the outrage. The case has been remanded till the 19th inst.

Green Island Cement.

It has been decided by the Committee of Lloyd's Register to approve of the use of the Portland Cement, known as Green Island Cement, in vessels chartered or intended to be chartered, in the Society's Register Books. Messrs Sheehan, Tones and Co. are the agents for this cement.

Neglected Chair Coolies.

Thirteen chair coolies appeared before Mr. Hazland, at the Magistrate's today, charged with playing for hire without having the chairs adequately protected from the rain. Defendants were each fined \$2 each. It is very annoying to the public, on a wet day, to have to hire chairs with out covers, and the action of the police in this matter is doubtless appreciated.

The Reception of the 'Terrible'.

A meeting of the Committee appointed to arrange for the reception of H.M.S. *Terrible* will be held at the Chamber of Commerce Room, City Hall, on Thursday next, to receive the statement of accounts from the Hon. Treasurer and to determine in what manner the surplus balance left over should be appropriated.

Theft from a Ship.

At the Magistrate's to-day, Mr. Hazland presiding, three Chinese were charged with stealing two coils of rope and a pot of paint from the S.S. *Deceit*. One of the prisoners was convicted and sent to prison for six months with hard labour, the other two being discharged. Two other Chinese were charged with receiving the stolen goods, well knowing them to have been stolen. They were each sent to 'durance vile' for two months with hard labour.

Kidnapping.

A disturbance in the street, the other day, attracted the attention of the Police. It appeared that two men, who had recently been imported into the Colony, on false inducements, from Pakhoi, had escaped from a boarding house in which they were being confined, and the row was caused by the endeavours of the men, who claimed them, to drag them back. The man was arrested by the police and was brought up at the Magistrate's to-day, by Inspector Dicker, who charged him with kidnapping the man. After evidence the Magistrate sent defendants to prison for twelve months with hard labour. It appears that there were three previous convictions against his name for serious crimes.

Senzan's Wine of God Liver Oil
Is a valuable tonic for Anemics or those whose digestive has left pale and emaciated. Sold by all Chemists, Wholesalers and Retail from A. S. Watson & Co., Ltd., Hongkong.

TO-DAY'S TELEGRAMS.

CHINA MAIL'S SPECIAL SERVICE.

THE POWERS AND CHINA.

DECLARATION BY M. DELOASSE.

RUSSIA TO QUEL THE DISTURBANCES.

(From Our Own Correspondent.)

London, June 12, 2.35 a.m.
M. Deloasse, Minister of Foreign Affairs, has made an important statement in the French Chamber. He stated that a fresh warning had been issued by the Powers to China to restore order in the disturbed regions, and the warning having been utterly neglected the Powers were considering as to the steps to be taken.

It is reported at St. Petersburg that Russia has come to an agreement with the Powers to effect a settlement of the matter, and six thousand troops are ready to embark at Port Arthur for conveyance to the scene of the disturbances.

REPORTED INCENDIARISM AT PEKING.

DESTRUCTION OF CLUB AND GRANDSTAND.

FOUR THOUSAND RUSSIANS AWAITING ORDERS.

(From Our Own Correspondent.)

SHANGHAI, June 12, 5 p.m.
It is reported that the Peking Club and Grandstand have been burned to the ground but no wires have been received from Peking the report lacks confirmation.

The foreign troops are working hard to repair the railway at Peking. Four thousand Russians are awaiting orders at Chingwangtao.

The Boxers have appeared at Chofoo.

THE WAR.

BRITISH REVERSE AT ROODEVAL.

DERBYSHIRE MILITIA REGIMENT CAPTURED.

GENERAL MITCHELL'S DIVISION ENAGED.

(From Our Own Correspondent.)

London, June 12, 2.35 a.m.

Official intelligence is published of the fighting at Roodeval on the 7th June.

The Derbyshire Militia Regiment was surrounded by a large Boer force, and after some very heavy fighting, in which Lieutenant-Colonel Daniel Douglas and six men were killed and Colonel Wilkin and sixty-three men were wounded, the remainder of the Regiment were taken prisoners.

General Mitchell's division was fighting ten miles south of Heilbronn on the 8th inst.

Owing to the lack of news from the front the situation in the Orange River Colony is embarrassing.

A Trooper Wins the V.C.

London, May 27.—General Buller has recommended a Trooper for the Victoria Cross for a very gallant act which took place during some scouting operations in a skirmish between Wakestroom, towards the end of April. Mr. Winston Churchill, the *Morning Post* correspondent, having been unhorsed, he trooped forward in the face of a heavy fire, and, hitting Mr. Churchill into his saddle, carried him safely out of danger. Both were unhurt.

Special Service Battalions.

Lord Lansdowne, the Minister for War, objected, in the House of Lords, to disturbing the Cavalry Roster, and stated that 20,000 Reservists had already been called in for 30,000 applications. It was not proposed to create them a standing Reserve, in view of the cost, which would be about two millions annually. The twelve new Infantry Battalions would be composed as follows:—2 of Irish Guards, 2 Northumberland Fusiliers, 2 Liverpool, 2 Worcesters, 2 Middlesex, 2 Manchester, and 3 new Cavalry Regiments, averaging 500 men, each with an equal number of horses. The Battalions had already been raised; 40,000 of 40 Field Batteries.

The Occupation of Johannesburg.

May 20.—A despatch from Lord Roberts, dated Johannesburg, 20th evening, says:— "We arrived here this afternoon without being seriously opposed. There were no casualties in the main column, and only minor ones among the Cavalry and Mounted Infantry. The enemy did not expect us until to-morrow, and had not removed all the rolling stock. We had the function of occupying Johannesburg with Natal, Pretoria, and Kimberley. I understand the mines are in good order. I propose to enter Johannesburg with all troops, to surround it, and expect no opposition."

May 31.—The seizure of Germantown, otherwise known as Blandfontein Junction, lying seven miles east of Johannesburg, and the occupation of it by the British

troops, completely isolates the Boers at Volksrust, opposing General Buller's advance.

The latter has taken up a position at Inkhulu, which commands the enemy's position at Volksrust, which the Natal guns at Mount Prospect bombarded heavily yesterday morning.

The London *Times*, on commenting this morning on Lord Roberts' strong strategic position at Blandfontein, says that it relies on Lord Roberts' sense of humour to make the Cavalry dash across the country to seize the Inkhulu-Markies line from Pretoria at any convenient spot, and thus effectually to block President Kruger's escape, and in view of the fact that Kruger's position has been already fortified by the Boers to protect their connection with Delagoa Bay.

Various accounts, which arrive from correspondents with Lord Roberts' force, show that only the unimportant skirmishes have been made could possibly have been made. The country had been saved for miles around, and the women and children had been ordered to Pretoria, while the property in the town had been looted, and its sanitary condition shamefully neglected.

Conservators have fled to Pretoria, the Government having refused to guarantee their protection. The Boers, however, have declared their intention to defend the Rand to the uttermost.

As soon as General Buller learned of the Boers' intention to defend the Rand, he ordered the destruction of the mines, and returned to Pretoria, and strenuously protested with Kruger personally, saying that he would not agree to it, as, after all, the Boers were not his enemies, and he should not lead his troops to defend the mine. General opinion discounts the defence of Pretoria, and does not believe it is likely to be very effective owing to the terrible want of food which the Boers have been subjected to, and the demoralization of the remainder. All these facts, it is thought, will render the forces of the Boers completely inadequate to defend such an extensive circuit of forts.

The Future Policy.

Lord Salisbury, speaking at a Banquet given by the London Conservatives, last night, repudiated the assertion that he promised that there should be no annexation in South Africa. His Lordship said:— "We are forced to go to war to avenge the oppression of the Queen's subjects. We are not to be content with a victory and then to leave the Boers to their fate. We must have a policy of peace, of affection, and co-operation."

With General Buller.

Router wires from Mount Prospect, on the 22nd inst., that the British occupy very strong positions commanding Majuba and Lings' Neck. The Boers had been ordered to leave the British positions. The Boers had been ordered to leave the British positions. The Boers had been ordered to leave the British positions.

A despatch from General Buller, dated Newcastle, 20th, says:— "General Buller has occupied Utrecht."

The enemy, having formed a laager at Dornberg, east of Newcastle, and pressing up late in the afternoon on the 27th, I directed a force under General Buller to proceed by Woodlands and Utrecht, and another under General Lytton, by Ichanga, and advanced on Dornberg. The enemy was defeated and retired north and Utrecht surrendered.

General Chely is bombarding Lings' Neck. The enemy are much disheartened, and unless they had held very strong positions, I doubt if they would show any fight."

Protection of the Frontier.

May 21.—A writer, in a despatch from Mozambique, dated 20th, says that the Portuguese troops have been ordered to leave the frontier, and to proceed to the interior, and the Portuguese warships to concentrate here. Goods traffic on the Delagoa Railway has been suspended.

Commission in the Army.

Amongst the Commissions given to the various Colonial Contingents two have been allotted to the Ceylon Contingent. Trooper G. F. Farquharson has been given a Commission in the Donatist Regiment. Corporal Hodges has been given a Commission in the 2nd Dragoon (Scots Greys).

RHEUMATISM TELLS US.

London, 10th June.

RESULT OF THE GRAND-PRINX.

1. Scurdria.
2. Love-grass.
3. Tago.

THE WAR—THE ORANGE RIVER COLONY.

General Potestier-Walker, writing from Capetown 10th inst., says that natives report that the Boers in three Columns were, early on the 9th inst., near Ho in spirit, and that the railway between America and Roodeval stations is almost completely destroyed.

NATAL.

The Boers have cutly refused proposal from General Buller to surrender.

WEATHER REPORT.

The following notices is issued from the Observatory:

On the 12th at 11.55 a. Barometric changes are unimportant. The depression is still lying in the Sea of Japan, and pressure remains relatively low over the S.E. coast of China. Galesy winds are blowing from E. with the N. coast, and for S.W. winds on the S. coast. Forecast: moderate or fresh S.W. winds; showery.

Renunciation of the Japanese Cabinet.

The Yamagata Cabinet has resigned, and the Emperor has sent for Count Matsukata who respectfully declined to accept the responsibility of forming a new Ministry. The Emperor thereupon sent for the Marquis Ito, who, though ill, has not given a definite answer. We are told that he will accept the honour, and form a coalition Cabinet with the other Ministers.

REVIEW.

VILLAGE LIFE IN CHINA.

By Arthur H. Smith, D.D. Edinburgh and London: Oliphant, Anderson and Ferriar, Hongkong: Kelly and Walsh, Ltd.

Close proximity to a subject does not necessarily mean acquaintance with its details, and it must be acknowledged that the average foreign resident in the Far East has but a superficial knowledge of the modern and customs of the Chinese. With this fact we were greatly impressed while reading this valuable monograph by Dr. Smith, whose extended experience in China and intimate association with the people render him qualified to speak with authority on their social life. The author has already written a book recognised as the most lucid description of the peculiar characteristics of the Chinese. The theory advanced by Dr. Smith is that the Chinese village is the simple in itself, and having made oneself acquainted with the small communities one is in a better condition to suggest a remedy for whatever needs amendment. The reformation of China is a stupendous undertaking involving the removal of enormous disabilities. Contrary to current notions, the number of great cities is not, relatively to the whole population, anything like so large in China as in Western lands. Many of the district cities are merely large villages, and at least three-fourths of the population are rural. A vivid impression is gained of the enormous number of people crowded into the villages in the computation made a few years ago of the population of a certain district containing 150 villages. This calculation gave the number to the square mile as 531—about the same as the average of the Kingdom of Belgium (the most densely populated country in Europe), which had in 1890 an average of only 534 to the square mile. But as reasonable estimate for the plains of North China as a whole, the author gives 300 persons to the square mile for the more sparsely settled districts, and from 1,000 to 1,500 for the more thickly settled regions. The chapters on the village, its institutions, usages and public characters and family life are pictures of photographic detail portrayed in a fine literary style and coloured by a rare wit and humour. To many of the scenes depicted are familiar, but the analytical mind of the author sees in these common scenes food for reflection. The diary speaks to the village falls early as a moral as to the village for the Chinese to comprehend what the public good. The case is imagined of an Anglo-Indian official in charge of the forces for a single stretch of the Grand Canal. He could not but be struck by the contrast of the Chinese system, or rather lack of system, forced itself upon the Chinese mind. No Chinese conception is embodied in the phrase "Pro bono publico." The Chinese mind is not a luxury in Shanghai that is seldom tasted except at a feast or by the sick, and it will be interesting to know that the Chinese regard the indifference of the Westerner to Chinese traditional regulations as proof of his incomprehension. The reform of the Chinese has been brought into immediate prominence, and one of the first movements towards regeneration must be a complete revolution of the system of education. The village, in the mind, is quite possible that the village scholar who has the entire classics at his tongue's end and may not know how to read, and is absolutely ignorant of the meaning of the names of the principal administrators of the government in the provinces. The outcome of all this study of mental initiative. The Chinese village is that of an ex-scholarship holder, though much travelled from his home on the coast, and he knows nothing of the world outside his little sphere, and does not want to know. A typical instance is that of an ex-scholarship holder, though much travelled from his home on the coast, and he knows nothing of the world outside his little sphere, and does not want to know. A typical instance is that of an ex-scholarship holder, though much travelled from his home on the coast, and he knows nothing of the world outside his little sphere, and does not want to know.

the fundamental truth would do much to abate the impatience of its promoters and critics. What China most requires is not capital, nor machinery, but men, and this want can only be supplied by the cultivation of conscience and character as they have been cultivated in Christian lands. The Christian converts may be said to be the only Chinese who are alive to what is taking place in the empire. It is Christianity that will confer upon China real patriotism. By historical analogy and taking into account the intense conservatism and their consequent patriarchal life, Dr. Smith arrives at an estimate of how long it will take Christianity to regenerate an Empire like China. Reckoning from the general opening of China in 1860, fifty years would suffice for a good beginning, these hundred for a general diffusion of Christianity, and five hundred for its obvious superseding of all rival faiths. But putting aside all considerations of the time element, he considers it certain that what Christianity has done for the world, and what it is doing, and will do, under conditions far more favourable, by reason of the high vitality of the age in which we live, its unfettered communication, and the rapid transmission of intellectual and spiritual forces, has done for the world, and what it is doing, and will do, under conditions far more favourable, by reason of the high vitality of the age in which we live, its unfettered communication, and the rapid transmission of intellectual and spiritual forces, has done for the world, and what it is doing, and will do, under conditions far more favourable, by reason of the high vitality of the age in which we live, its unfettered communication, and the rapid transmission of intellectual and spiritual forces, has done for the world, and what it is doing, and will do, under conditions far more favourable, by reason of the high vitality of the age 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Mails.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES
named:—

VESSEL.	STEAMSHIP.	CAPTAIN.	DATE.
MARSEILLES & LONDON.....	<i>Socatra</i>	T. H. HIDE, R.N.R.....	On 15th June.
LONDON, &c.....	<i>Clyde</i>	E. STREET.....	Noon, 23rd June.
YOKOHAMA, Via SINGAPORE.....			About 23rd June.

SHANGHAI.....F. N. THURAR.....About 23rd June.
 * See Special Advertisement. + Passing through the Inland Sea. + For Freight only
 For Freight or passage, and further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 F. & O. S. N. Co.'s Office,
 Hongkong, June 16, 1900. 97

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAFLS, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND ALL THE AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHLAMPTON TO LAND PASSENGERS AND LUGGAGE;
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
SACHSEN	THURSDAY, 14th June.
.....

DAYERN	.....	THURSDAY,	12th July.
STUTTGART	.....	THURSDAY,	20th July.
KÖNIG ALBERT	.....	THURSDAY,	31st August.
WEIMAR	.....	THURSDAY,	13rd August.
PRINZ HEINRICH	.....	THURSDAY,	6th September.
PREUSSEN	.....	THURSDAY,	20th September.
HAMBURG (HAMBURG-AMERIKA LINE)	.....	WEDNESDAY,	3rd October.
.....	.....	THURSDAY,	14th October.
OLDENBURG	.....	WEDNESDAY,	31st October.
DAYERN	.....	WEDNESDAY,	14th November.
STUTTGART	.....	WEDNESDAY,	28th November.

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship
 SACUSSEN, of the Norddeutscher Lloyd, Captain G. DANNEBERG, with

Shipping Orders will be granted till Noon, on **TUESDAY**, the 12th June, Cargo and Specie will be received on Board until 5 p.m. on **WEDNESDAY**, the 13th June, and Passengers will be received at the Agency's Office until Noon on **WEDNESDAY**, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

U. S. Mail Line (Occidental and Oriental)

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.	THURSDAY, July 5, at Noon.
China, via Shanghai, Nagasaki, Kobe and Inland Sea, Yokohama.	TUESDAY, July 31, at Noon.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTIONS.
STEAMERS.

hama & Honolulu,
City of Rio de Janeiro,
Cte Shah, Nagasaki,
Kobe, In and Sea,
Yama and Hulu).

**SATURDAY, Aug.
26, at Noon.**

**VIA INLAND SEA OF JAPAN AND
HONOLULU.**

PROPOSED SAILINGS FROM HONGKONG.

Captain Valancy, Shah,
Nagasaki, Kobe, Tuesday, June
Yama Sea, Inland Sea, 26, at Noon.
hama & Honolulu).

Gaetic (via Shanghai,
Nagasaki, Kobe, Saturday, July
Inland Sea, Yokohama & Honolulu, 26, at Noon.
Doric (via Shanghai,

to break their journey at any point en route.

Through Passage Tickets granted to Europe, Asia, and Germany, by the trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Tickets.

Steamers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND GRAND, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment

Nagasaki Kobe Tuesday, August 10, 7 a Noon.
Yokohama Honolulu.

THE Co's Steamship *COTUI* will be despatched for SAN FRANCISCO via AMOI, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 11th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call

Passenger holding orders FOR OVERLAND CITIES in United States have been issued by San Francisco and Chicago, the port of the SOUTHERN PACIFIC RAILROAD, and the PACIFIC COAST STEAMSHIP COMPANY, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military and Government, and to the United States Navy, and to European officials in service of China.

Passenger who have paid full fare, embarking at San Francisco, for China

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be paid on board until 4 days previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value to be allowed a discount of 10 per cent. *Advances does not apply to through bills from China and Japan to Europe.*

Consolidated Invoices accompanying cargo manifests, beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For Freight and other particulars, Freight Agents, or Agents, apply to the Agency of Company, Quebec Building.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be taken to the Consular office in Santos, Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Quebec's Banking

C. L. GORHAM,
Acting Agent.
Hongkong, June 9, 1900. 1:30

THE REVINTE OF CHINA.

C. L. GORHAM,
Acting Agent.
Hongkong, June 9, 1900.

EYE-SIGHT

NOTICE

I AM continuing my sight-testing Room at W. B. BREWER & Co., which address now stands still in CHINA.

A SERIES OF ARTICLES.
Reprinted from "The China Mail"
 "THE NEW ARTS AND CRAFTS."
 THIS PAMPHLET is Now Ready,
 and may be had at the
 OFFICE OF THIS PAPER,
 MESSRS. LANE, CRYSTAL, & CO.'S,
 Messrs. HULL & WILKINS,
 And Mr. W. DUNNE'S.

Price, 50 Cents.

of Mr. Meyer, Member, Ph. Soc.
 A Register of all GLASSES supplied
 my constituents in the Far East, to
 here, and Any kind of ordinary or spe-
 cial lenses can be obtained.

REPAIRS A SPECIALTY.

1188 N. LAZARUS

A detailed black and white line drawing of the H.M.S. Challenger, a three-masted sailing ship. The ship is shown from a side profile, facing right. It has three masts with complex rigging. A small flag is visible on the left side of the hull. The ship is depicted on a choppy sea.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY - SPEED - PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
— : —
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
EMPERESS OF INDIA...Comdr. P. O. MARSHALL, R.N.R. WEDNESDAY, 27th June/1900
EMPERESS OF JAPAN...Comdr. GEO. A. LEE, R.S.N. WEDNESDAY, 18th July/1900
EMPERESS OF CHINA...Comdr. I. ARNOLD, R.N.R. WEDNESDAY, 8th Aug./1900

THE magnificent **THE N. SCOTTS STEAMSHIPS** of this Line pass through the famous **INLAND SEA OF JAPAN** and usually make the route **YOKOHAMA, TO VANCOUVER (B.C.),** in **12 DAYS,** saving **THREE DAYS** to a **WEEK** in the **Trans-Pacific journey,** and make connection at Vancouver with the **PALATIAL IMPERIAL LIMITED, TRAINS** of the **CANADIAN PACIFIC RAILWAY,** which leave daily for **ALBANY** across the Continent **FROM THE** **GRAND OCEANIC** **ATLANTIC** **WITHOUT CHANGE** in **109 HOURS.** Close connection is made at **Montreal, Quebec, Halifax, New York** and **Dosdon** with all **Trans-Atlantic Lines,** which passengers to **Great Britain** and the **Continent** are given choice of.

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SPECIAL RATES (at class only) granted to **Missionaries, Members** of the **Naval, Military, Diplomatic** and **Civil Services,** and to **European Officials** in the **Service** of **China** and **Japan Governments.**

The **advantages** of this Company's route embrace its **PALATIAL STEAMSHIPS** (second to none in the **World**), the **LUXURANCE** of its **TRANS-CONTINENTAL TRAINS** (the Company having received the highest award for same at recent **Chicago World's Exhibition**) and the diversity of **MAGNIFICENT MOUNTAIN AND LAKE SCENERY** through which the route is traversed.

RESTAURANTS, HOTELS of the **highest** class are owned and operated by the **Company,** and their appointments and **Cuisine** are **unexcelled.**

For further information, **Maps, Guide Books, Rates of Passage,** etc., apply to

D. E. BROWN, General Agent,
PROBEN STREET, 120

Hongkong, June 7, 1900.

NORTHERN PACIFIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONOLULU.							
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.							
FOR VICTORIA, B.C., AND TACOMA.				FOR PORTLAND, OREGON,			
IN CONNECTION WITH				IN CONNECTION WITH			
Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Goodwin.....	4421 A. Jackson.	June 16	Dreanar.....	3601 W. Watt.	June 16		
Glencliff.....	3750 W. Frakes.	July 3	Argyll.....	2407 W. S. Thoms.	June 16		
Queen Adelaide.....	2332 F. McNair.	July 26	McAuliffe.....	2874 F. Kennedy.	Aug. 1		
Duke of Rife.....	3821 J. S. Cox.	July 28	Brennan.....	3601 W. Watt.	Aug. 1		

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental train day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKIES and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the **ROCKINGFORD GOLD FIELDS**, frequent sailings from **VICTORIA**, **TACOMA** and **PORTLAND** to **DYER** and **St. MICHAEL'S**.

HONGKONG TO YELLOWSTONE PARK and **BACK 255.10.0.**
 This route covers the **Yellowstone** Park of **Portland** and back. Railway fare, **Tacoma** to **Portland**, **Chinatown** and return, **Sleeping** and **Dining** Car accommodation, **Tacoma** or **Portland** to **Livingston** and return, and **Stage Coach** transportation **Chinatown** to **Mammoth Hot Springs**, **Norris**, **Fortmain** and **Upper Geyser Basins**, **Yellowstone Lake**, **Grand Canyon** and **Falls** of the **Yellowstone**, and return, and five and one half days board at the **Hotel**.

These **Excursions** will be sold for passage by any **N. P.** Steamer leaving **Hongkong** between **1st May** and **8th August**, and will be good for re-embarkation on **N. P.** Steamers within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the **Park**. The round trip can be made in less than three months.

For further particulars and other **Passage** to **Yellowstone**, apply to the **Agents**.

Societal references and to members of Government Services.

<p>For further information as to Passage of Freight, apply DODWELL & CO., LIMITED, <i>General Agents.</i></p>	
<p>Hongkong, June 8, 1900.</p>	<p>4</p>
<p>NORDDEUTSCHER LLOYD</p>	<p>HAMBURG-AMERIKA LINIE</p>
<p>(FREIGHT SERVICE).</p>	<p>(FREIGHT SERVICE).</p>
<p>Taking Cargo on through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; and BLACK SEA and BALTIC PORTS; (NORTH and SOUTH AMERICAN PORTS).</p>	

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.			
Steamers.	Destinations.	Sailing Dates.	
S. S. SAMBA , Capt. SCHMIDT.	HAYNE and HAMBURG, (London with transhipment at H'burg.)	About 23rd June.	Freight
S. S. ARMENIA , Capt. OSTERMANN.	New York, (via Suez Canal).	About 29th June.	Freight
S. S. FREIBURG , Capt. FROESCH.	HAYNE and HAMBURG, (London with transhipment at H'burg.)	About 6th July.	Freight
S. S. WITTENBERG , Capt. EMMICH.	HAYNE & HAMBURG, (London with transhipment at H'burg.)	About 17th July.	Freight
* These Steamers have Superior Accommodation for			Passengers, and carry

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & Co., Agents.

Hongkong, May 25, 1900.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates.
4144 MARU	MANSEIEN, LONDON, and	WEDNESDAY,
	and Peking.	

N. THERRAT, KAGOSHIMAMARU.	AGE, COLOMBO and PORT SAID.	TUESDAY, 19th June, at Daylight.
T. RUSSELL, MILAU MARU.	MOUL, KOBE & YOKOHAMA.	TUESDAY, 19th June, at 4 p.m.
M. TAKAHASHI, HOSHINOMI MARU.	SHANGHAI, CHEMULPO and NAGASAKI.	FRIDAY, 22nd June, at 4 p.m.
S. TATE, YAMATA MARU.	BOMBAY via SINGAPORE and COLOMBO.	FRIDAY, 22nd June, at Noon.
J. MORI, FUTAMI MARU.	NAGASAKI, KOBE & YOKOHAMA.	FRIDAY, 22nd June, at 4 p.m.
J. ITOH, INABA MARU.	SYDNEY & MELBOURNE, via MANNING, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, MELBOURNE, LONDON.	FRIDAY, 22nd June, at Daylight.
W. BALDARLO, ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building 1st Floor, Queen's Road.

A. S. MIYARA, Manager.


(Hongkong, June 6, 1901)

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JAPAN

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The most delightfully
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It renders the skin
firm, relieves mo-
sture, and imparts a
delicate fragrance
and feeling of comfort.

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KANAGAU	GRACIOSA
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ELIAS DE PERSE	PEACH D'ESPAGNE
BOUQUET A' ELYSEE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HELIOTROPE
ROSINA	LILY OF THE VALLEY

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